

EXECUTIVE SECRETARIAT
ROUTING SLIP**LOGGED**

28 JUN 1985

TO:

		ACTION	INFO	DATE	INITIAL
1	DCI				
2	DDCI		X		
3	EXDIR		X		
4	D/ICS		X		
5	DDI				
6	DDA		X		
7	DDO				
8	DDS&T				
9	Chm/NIC				
10	GC	X			
11	IG				
12	Compt		X		
13	D/OLL				
14	D/PAO				
15	VC/NIC				
16	SS/LJA		X		
17					
18					
19					
20					
21					
22					
SUSPENSE		24 Jul 85 Date			

Remarks

To # 10: For direct response, please,
with info copy to DDA and DDCI.

Executive Secretary

27 Jun 85

Date

3637 (10-81)

STAT



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

Executive Registry

85- 2555

June 26, 1985

L1A 6

Honorable William J. Casey
Director
Central Intelligence Agency
Washington, D.C. 20505

Dear Mr. Casey:

Enclosed is a proposed Executive order entitled "Safety Belt Use Requirements for Federal Employees" and a proposed Presidential Memorandum to be issued at the same time as the Executive order.

In accordance with the provisions of Executive Order No. 11030, as amended, it was submitted to this office, along with the enclosed transmittal letter, by the Secretary of Transportation.

On behalf of the Director of the Office of Management and Budget, I would appreciate receiving any comments you may have concerning this proposal. If you have any comments or objections they should be received no later than Friday, July 26, 1985.

Comments or inquiries may be submitted by telephone to Mr. John F. Cooney of this office (395-5600).

Sincerely,

Michael J. Horowitz
Counsel to the Director

Enclosures





THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

JUN 19 1985

The Honorable David A. Stockman
Director, Office of Management
and Budget
Washington, D.C. 20503

Dear Mr. Stockman:

I am submitting for your consideration and appropriate reference a draft Executive Order entitled

Safety Belt Use Requirements for Federal Employees

The draft Order is identical to one developed by the Federal Advisory Council on Occupational Safety and Health, in response to a continuing concern about the consequences of motor vehicle crashes involving Federal employees. A Department of Labor special study of accidents in 1979 showed that 44 Federal employees died that year in motor vehicle accidents in the course of official business. Another 5,000 were injured, many of them seriously. The Federal government compensation costs for these accidents, in that year alone, were estimated to be \$82,155,000, which is consistent with the \$86 million dollar estimate of annual Federal government costs projected in the "Economic Costs to Society of Motor Vehicle Accidents" study conducted later by the Department of Transportation. Much of this tragic loss could be avoided if all employees were to wear safety belts.

As Secretary of Transportation, I am charged with responsibility for motor vehicle safety. In my decision on Federal Motor Vehicle Safety Standard No. 208, I concluded that automatic restraints should be required on all passenger cars by September 1, 1989, unless States representing two-thirds of the population have enacted safety belt use laws. It is my view that the Federal government should set an example for the States to follow. The draft Executive Order, in addition to its direct and immediate benefit for Federal employees, would thus serve to foster the enactment of safety belt use laws by the States.

The draft Order has been reviewed by the agencies and employee organizations represented on the Advisory Council. It reflects modifications recommended by these organizations to enhance its implementation. I urge you to consider it favorably.

With best wishes.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elizabeth", with a large loop at the end.

Elizabeth Hanford Dole

Enclosure

Executive Order _____ of _____, 1985.

Safety Belt Use Requirements for Federal Employees

By the authority vested in me as President by the Constitution and statutes of the United States of America, including Section 7905(c) of Title 5 of the United States Code and in accord with Section 19 of the Occupational Safety and Health Act of 1970, as amended (29 U.S.C. 668), it is hereby ordered as follows:

1-1 Scope of This Order

1-101. This order applies to all agencies of the Executive Branch.

1-102. For purposes of this Order, the term "agency" means an Executive Department, as defined in 5 U.S.C. 101, or any employing unit or authority of the Federal Government, other than those of the judicial and legislative branches. Since Section 19 of the Occupational Safety and Health Act ("the Act") covers all Federal employees, including judicial and legislative personnel, the Secretary of Labor ("the Secretary") shall cooperate and consult with the heads of agencies in the legislative and judicial branches of the Government to encourage and help them adopt safety belt use programs.

1-2 Policy

1-201. Each Federal employee operating or riding in a motor vehicle on official business, whose seat is equipped with a safety belt, shall have the safety belt properly fastened about his or her body at all times when the vehicle is in motion. This includes travel in motor vehicles for which mileage rates are reimbursable.

1-202. Each operator of a motor vehicle on official business shall ensure that each occupant of a seat equipped with a safety belt has the safety belt properly fastened about his or her body before placing the vehicle in motion.

1-3 Heads of Agencies

1-301. The head of each agency shall:

- (a) Immediately inform all employees of this policy.
- (b) Provide information to all employees concerning the correct use and importance of motor vehicle occupant protection devices.

- (c) Organize, conduct and maintain an employee occupant protection program.
- (d) Include in the regular periodic inspection of all agency motor vehicles, inspection of the safety belt system to insure the proper working condition and regular maintenance.
- (e) Provide for the documentation of safety belt usage in all reports of motor vehicle accidents prepared by Federal agencies.

1-4 The Department of Transportation

1-401. The Secretary of Transportation, in consultation with the Secretary of Labor, shall:

- (a) Provide leadership and guidance to the heads of agencies to assist them in carrying out their responsibilities for organizing, conducting and maintaining a Federal employee motor vehicle occupant protection program.
- (b) Facilitate the exchange of ideas and information throughout the various Government agencies about motor vehicle occupant protection programs.

1-5 The Department of Labor

1-501. The Department of Labor shall include in its safety evaluation of Federal Agencies, determination of compliance with this Order.

1-502. The Department of Labor shall include in its annual report to the President the status of on-the-job safety belt use by Federal employees.

1-6 The Department of Defense

1-601. For military personnel, the Department of Defense is responsible for all provisions of this Order.

1-7 General Provisions

1-701. Nothing in this Order shall be construed to impair or alter the powers and duties of the heads of the various Federal agencies pursuant to Section 19 of the Occupational Safety and Health Act of 1970, or to Sections 7901, 7902, and 7903 of Title 5 of the United States Code, nor shall it be construed to alter any other provisions of law or Executive Order providing for collective bargaining agreements and related procedures.

1-702. This Order is effective _____, 1985.

THE WHITE HOUSE

(date)

MEMORANDUM FROM THE PRESIDENT:

Month/Day/Year:

MEMORANDUM FOR THE HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES

SUBJECT: Federal Employee Safety Belt Use Program

Each year, many thousands of lives could be saved and thousands of injuries prevented if motorists would use safety belts and child safety seats when traveling on our highways. Currently, the annual societal cost of these needless deaths and injuries is over 57 billion dollars. The tremendous pain, suffering and frustration felt by crash victims and their families is incalculable.

In July 1984, the Department of Transportation announced its final decision on automobile occupant protection, which requires automatic crash protection for all passenger cars manufactured for sale in the United States on a phased-in schedule beginning September 1, 1986. The requirement applies to 10 percent of the manufacturers' production the first year, increasing to 25 percent of all cars built after September 1, 1987, and 40 percent of those produced after September 1, 1988. All cars produced for the United States market after September 1, 1989, must be equipped with automatic crash protection. If states representing two-thirds of the nation's population enact safety belt usage laws before April 1, 1989, the requirement for automatic protection will no longer apply.

The decision will greatly reduce traffic fatalities and injuries by promoting the use of safety belts, and by encouraging the development of new technology that might provide even greater safety. As part of the decision, it was announced that the Department of Transportation and private sector organizations would conduct national programs to educate people on the benefits of motor vehicle occupant protection.

The Federal Government actively can and should set an example for the private sector by promoting safety belt usage for our own employees. Many of you have initiated safety belt use policies requiring employees traveling on official government business to use their safety belts. I would expect those of you who have not done so, as yet, to issue a policy and develop a program calling on your employees, operating or riding in a government or personal automobile on official business, to wear a safety belt at all times. Required on-the-job use is the basic building block in achieving increased belt usage both on and off the job.

Some Departments have already taken innovative steps to promote safety belt usage. The Department of Defense has, in addition to maintaining a use policy, conducted a series of traffic safety workshops stressing the benefits of belt usage as well as other safety program activities. The

Department of Agriculture has conducted an employee workshop on safety belt usage attended by representatives of every agency of the Department. Additionally, a Department of Transportation official policy and incentive program resulted in a 40 percent increase in private non-duty safety belt use over a 15-month period. We can all be proud of efforts like these. They represent habits that have been changed and injuries and deaths that have been avoided by the simple expedient of remembering to buckle up.

Much remains to be done to ensure that this life-saving technology is used on each and every official trip. I ask for your personal leadership in establishing effective safety belt programs and policies so that Federal employees are informed of the value of safety belts and of the risks of being in a motor vehicle crash without them. Through such leadership, we can reduce human suffering and preserve productivity.

I know that Secretary Dole will provide any technical assistance you may need as you implement your programs.

Ronald Reagan

SAFETY BELT USE PROGRAMS IN FEDERAL AGENCIES

Proposed Remarks at the Signing Ceremony by the President

I am pleased to sign this Executive Order requiring safety belt use programs in Federal agencies, and I want to commend Elizabeth Dole and her staff for the fine partnership they have forged with the private sector to rekindle America's awareness of the importance of safety belt use and overall motor vehicle occupant protection.

I think we can take pride in the very significant progress that this public sector and private sector partnership has achieved in improving protection for adults and young children while riding in motor vehicles.

Several States have adopted legislation mandating safety belt use for adults and all 50 States, and the District of Columbia, now have legislation to protect child passengers. Comprehensive community safety belt programs are being strengthened across the country and many businesses are adopting safety belt use requirements for their employees. These programs will help reduce unnecessary pain and human suffering, as well as the estimated 57 billion dollars in societal costs each year due to motor vehicle crashes.

An example of how effective Federal agency efforts can be is demonstrated in the life of Mary Wilkerson, a U.S. Coast Guard employee. She attributes her survival in a crash, that totally destroyed her car, to the buckle up habit she developed during a 1983 safety belt use program by the Department of Transportation.

Because I care about the health and safety of Federal employees and believe we can set a good example, and because I have pledged to reduce Government operating costs, I am signing today an Executive Order to require all Federal Agencies to conduct safety belt use programs for Federal employees. With the order, I am sending a memorandum to the Heads of Executive Departments and Agencies regarding the urgency and importance of this policy.